

WEATHER FORECAST

Mod. S. and W. winds;
fair to-day and on Fri-
day. Not much change in
temperature.

The Evening Advocate

OFFICIAL ORGAN OF THE FISHERMEN'S PROTECTIVE UNION OF NEWFOUNDLAND

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ST. JOHN'S, THURSDAY, OCTOBER 11, 1923.

PRICE: TWO CENTS.

PORT UNION, A HIVE OF INDUSTRY QUEBEC VILLAGE IS WIPED OUT BY FIRE

British Govt. Offers Guarantees of Capital and Interest for Colonial Development Schemes

Special, by GEORGE HAMBLETON,
Canadian Press Staff Cor-
respondent

LONDON, Oct. 11.—The British Government submitted further proposals to the Economic Conference yesterday. Tuesday they offered the Dominions increased tariff preference on certain articles. Yesterday the offer was one of fiscal co-operation in development.

The scheme offered comes under two headings, the first applying particularly to crown colonies:

1.—A guarantee of interest and capital invested in development schemes.
2.—An advance of part of interest over a period in respect to anticipated schemes, put in hand before normal time.

The proposals are in reality an extension to dominions and crown colonies of the assistance which the British Government has been giving local authorities and public utility companies at home. To the offer, certain conditions are attached. These are mainly that the enterprises assisted must be for general development of public utility similar to those assisted in Britain; that orders will be placed in Great Britain, and that there should be some kind of joint responsibility with the overseas government.

Sir Philip Lloyd Gray, president

of the Board of Trade, said it was not philanthropy, but business. It means that settlers get the chance and Great Britain will get the immediate orders. We want to speed up.

The dominion representative received the proposals favorably. Sir Lomer Gouin observed that Canada was becoming an industrial as well as an agricultural country. Canada was pretty well provided for at present with such public utilities as harbors, railways and electric light plants, to which proposals particularly referred. Further, it would be a little difficult to promise unconditionally that orders for equipment would go to British manufacturers, as Canadian manufacturers would naturally want a chance. However, the Canadian representative recognized the spirit in which the offer was made, and would consider it carefully.

Premier Warren, of Newfour, approved the principle of the proposal, and amused the Conference with the remark that he hoped the time would arrive when London would use wood blocks made from Newfoundland trees.

The schooner Annie S. Clark arrived at Carbonar yesterday from the Labrador hailing for 550 qtls of cod fish.



SCRAPPING UNCLE SAM'S BIG WARSHIPS

Admiral Charles P. Plunkett applying an acetylene torch to the steel on the U. S. S. South Dakota, lying in the Brooklyn, N. Y., Navy Yard. The acetylene torch cut through the ship steel and heaviest armor-plate. It is by this means that the twenty-one naval vessels are to be eliminated in accordance with the Treaty Limiting Naval Armament.

Two Killed and \$62,000 Stolen in Robberies

NEW YORK, Oct. 11.—Two daring daylight robberies here yesterday, netted bandits sixty-two thousand dollars and cost two lives, one a bank messenger and the other a robber, on Columbus Avenue, during the busy part of the day.

The gang sent a wrapped brick thru the window of a pawn shop and rushed away with fifty thousand dollars in gems, while the police and others bombarded them with revolver bullets. Later in the day, on West 13th Street, in front of Rothenburg's department store, two messengers, bound for the bank with twelve thousand and five hundred dollars to deposit, were held up by four highwaymen. Harry Cramer, one of the bandits, was shot dead by Olier, a messenger, who immediately became a target for the three bandits, and fell dead. Firing steadily in all directions, the bandits retreated to an automobile in which they escaped with the money.

Better Than Insulin

HAMILTON, Oct. 11.—Dr. F. G. Banting, has made a discovery of even greater importance than his diabetes cure, Hon. Forbes Geminery, of the ministry of health for Ontario announced last night at a dinner of medical men. He was not at liberty to divulge anything further on the matter. Dr. Banting is a real genius, he said, and he now has something better than insulin to offer the world. It is a marvellous thing, and the announcement will be made very soon.

Chinese War Cloud

SHANGHAI, Oct. 11.—Sun Yat Sen, the Southern China constitutional leader, has issued a declaration of war against Tsao Kun, president-elect of China, according to a telegram received here from Sun yesterday.

Seventy-four members of the Chinese parliament met here yesterday and repudiated the recent election of Tsao Kun on the grounds that it was the result of bribery.

Railway Official Dies

Citizens generally will learn with regret of the sudden passing at his home, Gower Street, this morning, of Mr. E. J. Hoskins, traffic manager with the Reid Nfld. Co., up to June, 1922, but who since that time had been laid off through illness.

Mr. Hoskins had seemingly recovered from his illness and was assigned to special railway duty from to-day. He was at the station yesterday, and his passing this morning, came as a surprise to his family and friends.

Lloyd George Makes Plea For Empire Unity

Britain Must Cry Halt to War in Future

TORONTO, Oct. 10.—In a message of Empire delivered to-day by David Lloyd George during his visit here, expressing thanks for the aid given in the war by Toronto and Canada, he made a plea for unity within the Empire and among all its parts that Great Britain might be strong in these critical days. Conditions in Europe, he said, were such that he feared unless something intervened there

might be another catastrophe. That's why I want to see the British Empire strong and mighty so that when the cry of war goes up the British Empire will say halt, and then the cry of war will stop. A return of the throat affection which troubled him several days ago made the former Premier's programme to-day somewhat uncertain. When he spoke today it was with difficulty he was heard.

PROPOSED BY LABOR MEN

WINNIPEG, Oct. 10.—Two Labor representatives and one Independent will propose E. J. McMurray, M.P., Solicitor General, in the North Winnipeg bye election Oct. 24, it was disclosed when nominations closed this afternoon.

Steamer Ashore

SEATTLE, Oct. 10.—The British steamer El Lobo went ashore to-day on Roberts Bank near Vancouver, according to report.

QUEBEC HAS \$200,000 FIRE

Twelve Stores and Houses
Are Wiped Out.

JOLITTE, Que. Oct. 10.—Two hundred thousand dollars damage was done last night by a conflagration that devastated the village of St. Felix Devalers, several miles from here. Twelve stores and houses were destroyed.

The schooner Orvale has arrived at St. John's from the Grand Banks with 200 qtls fish.

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sheet. Refuse substitutes.

JAMES G. CRAWFORD,
Representative.

feb2, ed, 8m

KINDRED OF THE DUST

By PETER B. KYNE

CHAPTER XXXIII.

She hung up without waiting to
say good-by, and the following day
she left for Seattle, accompanied by
her daughters.

Throughout the week The Laird
forbore mentioning his son's name
to Mr. Daney; indeed, he refrained
from addressing himself to the lat-
ter at all times unless absolutely
necessary to speak to him directly
—wherefore Daney knew himself to
be blacklisted. On the following Sun-
day The Laird sat alone in the fam-
ily pew and Mr. Daney did not cough
during the recital of the Lord's
Prayer, so old Hector managed to
conquer a tremendous yearning to
glance around for the reason. Also
as on the previous Sunday, he was
in no hurry to leave his pew at the
conclusion of the service, yet, to his
profound irritation, when he did
leave it and start down the central
aisle of the church, he looked square-
ly into the faces of Donald and Nan
as they emerged from the Daney pew.
Mrs. Daney was conspicuous by her
absence. Nan's baby boy had fallen
asleep during the service and Don-
ald was carrying the cherub.

Old Hector's face went white; he
gulped when his son spoke to him.
"Hello, Dad. You look lonely all
by yourself in that big pew. Sup-
pose we come and sit with you next
Sunday?"

Old Hector paused and bent upon
his son a terrible look. "Never speak
to me again so long as you live," he
replied in a low voice, and passed
out of the church.

Donald gazed after his broad erect
figure and shook his head dolefully,
as Mr. Daney fell into step beside
him. "I told you so," he whispered.

"Isn't it awful to be Scotch?" Nan
inquired.

"It's awful—on the Scotch," her
husband assured her. "The dear old
fraud gulped like a broken-hearted
boy when I spoke to him. He'd rather
be wrong than president."

As they were walking home to the
Sawdust Pile, Nan captured one of
her husband's great fingers and
then swung it childishly. "I wish
you didn't insist upon our going to
church, sweetheart," she complained.
"We're spoiling your father's Chris-
tianity."

"Can't help it," he replied rather
doggedly. "We're going to be thoro-
bred about this, no matter how much
it hurts."

She sighed. "And you're only half
Scotch, Donald."

CHAPTER XXXIV.

BY noon of the following day, Port
Agnew was astounded by the news
brought by the crew of one of the
light draft launches used to tow log
rafts down the river. Donald Mc-
Kay was working at Darrow. He
was their raftman; he had been seen

out on the log boom, pike pole in
hand, shoving logs in to the endless
chain elevator that drew them up to
the seas. As might be imagined, Mrs.
Daney was among the first to glean
this information, and to her husband
she repeated it at luncheon with ev-
ery evidence of pleasure.

"Tut, tut, women," he replied care-
lessly, "this is no news to me. He
told me yesterday after service that
he had the job."

The familiar wrinkle appeared for
an instant on the end of her nose be-
fore she continued: "I wonder what
The Laird thinks of that, Andrew?"
"So do I," he parried skillfully.

"Does he know it?"

"There isn't a soul in Port Agnew
with sufficient courage to tell him."

"Why do you not tell him?"

"None of my business. Besides, I
do not hanker to see people squirm
with suffering."

She wrinkled her nose once more
and was silent.

As Mr. Daney had declared, there
was none in Port Agnew possessed of
sufficient hardihood to inform the
Laird of his son's lowly status and it
was three weeks before he discover-
ed it for himself. He had gone up the
river to one of his logging camps and
the humor had seized him to make
the trip in a fast little motor boat
he had given Donald at Christmas
many years before. He was busy ad-
justing the carburetor as he passed
the Darrow log boom in the morning,
so he failed to see his son leaping
across the logs, balancing himself
skillfully with the pike pole.

It was rather late when he start-
ed home and in the knowledge that
darkness might find him well up the
river, he hurried.

Now, from the Bight of Tyee to a
point some five miles above Darrow,
The Skookum flows in an almost
straight line; the few bends are wide
and gradual, and when The Laird
came to his home-stretch he urged
the boat to its maximum speed of
twenty-eight miles per hour. Many a
time in happier days, he had raced
down this long stretch with Donald
at the helm, and he knew the river
thoroughly; as he sped along he
steered mechanically, his mind occu-
pied in a consideration of the dishon-
or that had come upon his clan.

The sun had already set as he

came roaring down a wide stretch
near the Darrow mill; in his preoc-
cupation he forgot that his compet-
itor's log boom stretched across the
river fully two-thirds of its width;
that he should throttle down, swerve
well to starboard and avoid the field
of stored logs. The deep shadow cast
by the sucker growth and old snags
along the bank blended with the dark
surface of the log boom and prevent-
ed him from observing that he was
headed for the heart of it; the first
intimation he had of his danger came
to him in a warning shout from the
left bank—a shout that rose above
the roar of the exhaust.

"Jump overboard! Quickly! The
log boom!"

Old Hector awoke from his bitter
reverie. He, who had once been a
river hog, had no need to be told of
the danger incident to abrupt precipi-
tation into the heart of that log
boom, particularly when it would
presently be gently agitated by the
high "bone" the racing boat carried
in her teeth. When logs weighing
twenty tons come together gently—
even when they barely rub against
each other, nothing living caught be-
tween them may survive.

The unknown man who warned
him was right. He must jump over-
board and take his chance in the riv-
er, for it was too late now to slow
down and put his motor in reverse.
In the impending crash that was on-
ly a matter of seconds, The Laird
would undoubtedly catapult from
the stern sheets into the water—and
if he should drift in under the logs,
knew the river would give up his
body somewhere out in the Bight of
Tyee. On the other hand, should he
be thrown out on the boom he would
stand an equal chance of being seri-
ously injured by the impact or
crushed to death when his helpless
body should fall between the logs.
In any event the boat would be tele-
scoped down to the cockpit and sink
at the edge of the log field.

He was wearing a heavy overcoat,
for it was late in the fall, and he had
no time to remove it; not even time
to stand up and dive clear. So he
merely hurled his big body against
the starboard gunwale and toppled
overboard—and thirty feet further
on the boat struck with a crash that
echoed up and down the river, tele-
scoped and drove under the log boom.
It was not in sight when old Hector
rose puffing to the surface and bel-
lowed for help before starting to swim
for the log boom.

The voice answered him instantly:
"Coming! Hold on!"

Handicapped as he was with his
overcoat, old Hector found it a pro-
digious task to reach the boom; as he
clung to the boom stick, dozens of
which, chained end to end, formed the
floating enclosure in which the log
supply was stored. The moment he
rested his weight upon this boom-
stick, however, one end of it submerg-
ed suddenly—wherefore The Laird
knew that the impact of the motor
boat had broken a link of the boom
and that this broken end was now
sweeping outward and downward,
with the current releasing the mil-
lions of feet of stored logs. Within
a few minutes, provided he should
keep afloat, he would be in the midst
of these tremendous juggernauts, for,
clinging to the end of the broken log
boom he was gradually describing a
circle on the outside of the log field,
swinging from beyond the middle of
the river to the left-hand bank; pres-
ently, when the boom should have
drifted its maximum distance he
would be hung stationary in deep
water while the released logs bore
down upon him with the current and
gently shoulder him into eternity.

He clawed his way along the sub-
merging boom-stick to its other end,
where it was linked with its neigh-
bor and the combined buoyancy of
both boom-sticks was sufficient to
float him.

"Careful," he called to the man
leaping over the log-field towards
him. "The boom is broken! Careful.
I tell you! The logs are moving out—
they're slipping apart. Be careful."
Even as he spoke he realized that

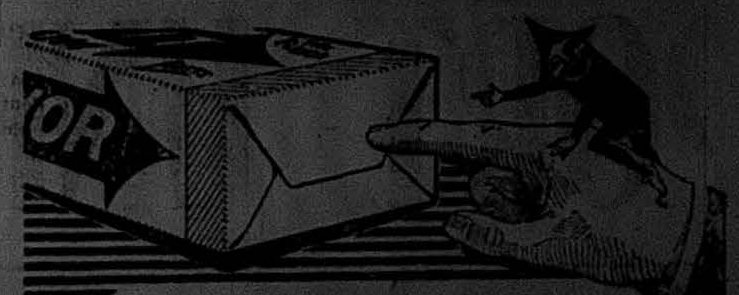
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the approaching rescuer would not
heed him. He had to make speed out
to the edge of the moving logs; if he
was to rescue the man clinging to
the boom sticks he must take a
chance on those long leaps through
the dusk; he must reach The Laird
before too much open water develop-
ed between the moving logs.
Only a trained river man could
have won to him in such a brief space
of time; only an athlete could have
made the last flying leap across six
feet of dark water to a four-foot log
that was bearing gently down, butt
first, on the figure clinging to the
boom-stick. His caulk bit far up the
side of the log and the force of his im-

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Constabulary Fire Department

When Organized—Items Relating to Old Volunteer Fire Companies—Splendid Work Done by Military in the Olden Days, With the Dates of Destructive Fires, etc.



C. H. HUTCHINGS, ESQ., K.C., O.B.E.
Inspector-General of Constabulary
(Cut by courtesy J.J. Evans, Prop.
Nfld. Quarterly.)

WE GIVE to-day a digest of the history of the present City Fire Department, with matter relating to the old fire companies, who so bravely and fearlessly fought the fire-flood.

We will first introduce our readers to the admirable sketch of the department and of Inspector-General Hutchings, K.C., O.B.E., published in the pages of The Newfoundland Quarterly last Autumn. The praise bestowed therein on the Inspector-General and the valiant men under his care are most deserved. The Quarterly says:

"One of the institutions of the city of which citizens are justifiably proud is the Fire Department, for its efficiency has been proved on many occasions and householders have an assurance that it is at all times prepared to meet the demands of the moment, no matter what sudden emergency it may be called upon to cope with.

"Efficiency does not merely happen, but is rather the result of applied ability and industry, and the present thorough organization of the City Fire Department is due in a very great measure to the ability and industry of Inspector-General Hutchings and the officers under his command.

"The Inspector-General takes a very deep and practical interest in the welfare of his men and, since he has assumed office, he has been instrumental in bringing into effect many improvements tending not only to give them increased comfort but to add to the efficiency of the force. His interest in them has been greatly appreciated by the men, and they are

proud of their Department and eager to follow his lead in everything that he undertakes for the further improvement of the service.

"As our readers are aware, the Department has three fire stations in the city, one in the West-end, one in the East-end and the third at Fort Townsend, popularly known as the Central Fire Hall. The latter is the main headquarters of the Department and a visit there shows a condition of affairs that is highly creditable to the Force.

"Very excellent quarters have been provided for the men of the Department, who were formerly scattered in different parts of the City. They have a very large and airy dormitory and a dining room, kitchen, recreation room and recreation room provided with suitable conveniences. Everything is kept in a very clean and orderly manner. Other points of interest to the visitor are the drill room and apparatus controlling the fire signals throughout the city.

"On the main floor are the engines and cars, and all necessary equipment for fighting fires, and to the rear the stables where the horses are kept. Everything is in readiness for a call and so splendid is the organization at the present time, that the men from the Central Fire Hall can be present at any fire at any place within the city limits of the city within three minutes of the sounding of the gong giving the alarm.

"Formerly there were at the Central Fire Hall a chemical engine, a steam fire engine, a hose wagon and a ladder truck. These were sufficient to cope with an ordinary outbreak of

fire, but there was always the danger that while a fire was in progress in the lower section of the city, another would break out on the higher levels. In such an event there would be a lack of proper appliances to fight both fires and, therefore, it was decided that the Department would purchase two modern motor cars which would remedy this weakness, and furthermore, be of great value at any outbreak of fire in the city.

"These cars, one of which is at the Central and the other at the West End Fire Hall, were built by the American-LaFrance Fire Engine Company, of Elmira, New York. They are identical in make and their public exhibitions of capacity and use have afforded many citizens an opportunity of seeing them in action. A few particulars as to their make and equipment may be of interest.

"The car is a combination chemical engine and hose car and has a 105 horse-power, six cylinder motor. Its hose capacity is twelve hundred feet of two and a half inch hose and it also has two hundred feet of three-quarter inch chemical hose. It has a ten-inch electric searchlight of five hundred candle-power and two ten-inch reflector lamps. It also carries one twenty-foot extension ladder and one twelve-foot roof ladder, with folding hooks. Two three-gallon Babcock extinguishers are also carried, as well as axes, lanterns, crowbars and all other utensils required in combating a fire. Eight men can be carried on the car.

"The car is equipped with very powerful brakes which enable the driver to stop it suddenly, no matter at what speed it might have been going or on what grade the car was.

"These cars are a very great acquisition to the Department and already their usefulness has been proved. It is thought by many that they cannot be used during the winter months, but if the streets are kept free of 'gulches' it is probable that they can be used except during very heavy snowfalls.

"In addition to the which have been mentioned there is a Fire Hall on the Southside equipped with a hand fire engine, hose reels and ladders and a sub-station on Cookstown Road.

"The entire force of the Department, including reserves, is about one hundred and fifty officers and men."

Since the above sketch appeared, an American-LaFrance 75 Triple Combination pumper and chemical truck and a 65-foot motor tractor aerial ladder truck has been added to the apparatus of the department.

Again we repeat that great praise is due Inspector-General Hutchings for the very efficient manner in which he has performed the duties of his office since he first became initiated into the methods of combating fires, and praise also of no meagre nature is due the gallant band of firemen under his control, who jeopardize their lives in the interests of the people, day and night.

"When lonely sentry keeps the watch
That burglars' deeds require;
(Continued on page 7.)



The late INSPECTOR-GENERAL McCOWEN, J. P., A. D. C., Organizer of Constabulary and Fire Department (Cut by courtesy Nfld. Quarterly.)

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Childs' Kid Boots Buttoned and Laced, Black and Brown. Sizes 2 to 7. Regular 1.75 a pair. Now	1.25	Boys' GLOVE GRAINED LACED BOOTS Sizes 6 to 10 2.50 Sizes 11 to 13 3.00 Sizes 1 to 5 3.50
LARGE TIN OF DUBBIN BLACK & TAN SHOE POLISH Twenty Cent Size For 10c a tin.	NUGGETT SHOE POLISH Best in the world. Black and Brown. 13c and 20c a tin.	NUGGETT OUTFITS Medium size tins with hinged cover, containing Brush, Velvet Pad and a Tin of Polish. Reg. 75c. Now 60c

We are now opening up our Fall shipments of Handsome Bedroom Slippers; these are being exhibited daily on our display fixtures. Make our Shoe Stores your headquarters for Reliable Footwear, and where you get satisfaction. Outport Orders receive Prompt Attention. For Postage add 14c. a pair.

G. KNOWLING, Ltd.

Liquor Laden Craft Held at Coast Ports

Hazel, Capt. S. Dunphy, Beached at Ingonish To Save Sinking.

(N. S. Herald, Oct. 5.)

Two liquor-carrying craft came to grief during Monday's gale and are for the time being at least, in the hands of the Canadian preventive

officers. The usual report will be made to the department at Ottawa, and the vessels and cargoes held pending instructions as to their disposal.

The schooner Hazel, Capt. Sylvester Dunphy, put into Ingonish on Monday for shelter in a damaged condition, as a result of the storm; and had to be beached to prevent her sinking. The revenue cutter Vanguard immediately took charge of the

schooner and her cargo of seventy four packages and are detaining her pending instructions. A comparative statement of her remaining cargo with that shown on her clearance papers was not reported.

The Newfoundland schooner Cedella with about fifty packages of liquor is being detained at Englishtown by the patrol boat "Edna H." Capt. Ryan. The Cedella put into Ingonish for

shelter. She is registered at Chatham, Newfoundland.

"It is a man's duty to make a martyr of himself to pay his debts," Judge Snagge.

"We want health to be a fashion," Dr. J. R. Kaye.
Crime is only a symptom.

The Evening Advocate

The Evening Advocate.

The Weekly Advocate.

Issued by the Union Publishing Company, Limited, Proprietors, from their office, Duckworth Street, three doors West of the Savings Bank.

W. F. COAKER, General Manager
R. HIBBS | Business Manager

Our Motto: "SUUM CUIQUE"



"To Every Man His Own"

SUBSCRIPTION RATES:

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Letters and other matter for publication should be addressed to Editor. All business communications should be addressed to the Union Publishing Company, Limited. Advertising Rates on application.

ST. JOHN'S, NEWFOUNDLAND, THURSDAY, OCT. 11th, 1923.

Nfld. And The Conference

Is Newfoundland merely a disinterested looker-on at the Imperial Economic Conference?

The Conference has of course, a sentimental interest for all the dominions in so far as its deliberations are given over to the consideration of the Empire's foreign policy and the part which Britain is expected to play as the mediator between the at present irreconcilable nations of continental Europe in the struggle to effect a settlement of world economic conditions. True it is also that even the smallest of the dominions or colonies must be affected in a greater or lesser degree by the measure of success attending Great Britain's efforts to bring about a happier state of affairs in Europe, but, apart altogether from this phase of the council of premiers, Canada, Australia, New Zealand and South Africa have gone to the conference with another and more personal aim than that of lending their moral support to the Mother to the Mother Country in the persuasion of any foreign policy her statesmen may evolve.

The premiers of Canada, Australia, New Zealand and South Africa are prepared to press more strongly than ever for a substantial preference in the British market. Mr. Bruce of Australia has declared it essential that that country having granted a measure of preference, Great Britain should reciprocate and place the trade relations of the two countries on a definite basis. Premier King of Canada is understood to have formulated certain definite demands along the same lines and will not be backward in voicing them.

For these larger demonions, then, the Imperial Conference boils itself down to a business proposition, pure and simple. These countries realize that, given a preferential tariff, they can find the solution of their marketing problems right in Great Britain. In the fostering of inter-Empire trade they have all to gain and nothing to lose, and so long as this state of affairs obtains the larger dominions are prepared to swear fealty to the Mother Country and endorse her policies, whatever they may be.

Unfortunately for Newfoundland, she is not in the same position at all. From the standpoint of trade and commerce there is no material tie to bind us to Britain. We cannot take advantage of any preference the British Government may offer us because we have little that that country wants. We must find markets for our staple product outside the Empire and we must find them by our own unassisted efforts. Unfortunately, too, we have to seek them where financial chaos reigns supreme, and it is a moot question whether or not we have received all the assistance in the past that our allegiance to the Mother Country should have entitled us to.

Newfoundland, as an integral part of the Empire and as befitted a loyal colony, pledged her loyalty to Britain in the blood of her brave sons during the dark days and years of the European holocaust, and in return she is accorded an honored place amongst the brotherhood of Empire nations, the opinions of her representatives are politely harkened to and she is told that she has a perfect right to express these opinions whenever and wherever she feels so disposed, for all of which we are duly grateful. This is a materialistic age, however, and no matter how insignificant Newfoundland and her problems may appear in the eyes of British statesmen, these problems loom very large to us.

No amount of polite attention to opinions on matters that affect us only remotely, if at all, can serve to place Newfoundland on the same level as the larger dominions in the matter of direct benefit to be derived from the Imperial Conference. Great Britain will open her markets to Australia, to Canada, to South Africa and to New Zealand;

WHAT I SAW AT PORT UNION

By VISITOR

As a visitor who recently inspected Port Union Trading Co. plant, I venture to place a few of my thoughts before your readers.

FISH PACKING.

About 150 men were employed on the plant. In the fish assorting and packing dept. I saw 40 men and boys at work. Eight cullers were busy assorting the fish into the different grades. Each grade of fish as assorted was weighed and passed to the packers. The fish press managed to pack almost as fast as the fish was passed. About 1000 half drums were packed one day I was at Port Union. About 300 casks of shore and 500 Labrador were packed and finished for shipping another day. The drier was being run to its full capacity drying damp fish culled by the assorters. The drier takes 150 qtls at a spreading, and two batches can be dried in 24 hours.

The boss of the assorting department is John Pardy, a very energetic young man, who apparently is the right-hand man of Sir William Coaker in this department of the business.

Piles of fish in casks and drums were to be seen in several of the stores.

THE COOPERAGE

The cooperage was busy and 17 men were engaged in this dept., where the work is done by the piece. Richard Bursey, another young man trained under Sir William, was in charge of this factory. I saw 5,000 drums ready for packing in one of the stores, and about 2000 fish casks. Piles of cooperage lumber and hoops awaited manufacture into packages.

Mr. Dug. White was busy discharging fish from ten schooners. Some were discharged in salt carts, taking 4 qtls. One man would operate the cart and pile the fish into it from the schooner's rail. The same man would take the loaded cart to the elevator, run up one flat, weight the contents on a platform scales fixed in the floor, and take it on to the pile, where it was being assorted. Thus it did not cost a cent per quintal to take

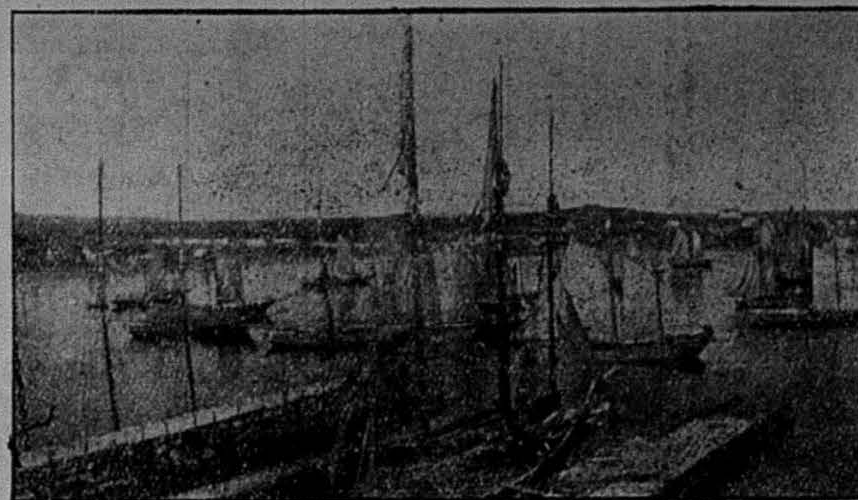
fish in this way from schooner to the fish pile in the store. This way of handling fish is practiced only at Port Union.

Other men were dumping oil into tanks. The casks were taken to the top of the tanks by an elevator, the bung taken out and the contents of the casks ran into the tanks.

Staves were taken from a pile in the shed by a boy placed into a cart, taken to an elevator and run to the cut-off saw in the cooperage. They were then passed in to the joiner, who did this work with a machine.

QUICK WORK.

I saw 300 qtls. of damp fish spread on the roof of the main building in 30 minutes. The fish was being taken from piles in a lower flat placed in elevators and dumped on the flake, where scores



PORT UNION.

of men and boys spread it. It went back to the assorting flat on an elevator.

I saw the "C. Bryant" loading cargo for Jamaica: the "President Coaker" loading for Brazil; 10 schooners discharging, some of it being packed on the piers as landed, and some sent to the assorting flat and piled or culled.

A coastal steamer was taking freight from the wharf shed. Motor trucks were conveying goods to the shed, and there was a busy aspect surrounding the whole plant that reminded me of P. and T. Tessier's premises in the days long ago when Mr. James Tessier managed the outside work.

THE SHIPYARD.

The shipyard was busy building a 70 ton schooner—

10 men were working at this job.

The wood factory was being completed and the finishing touches and adjustments were being done by Mr. Duncan Cook.

The retail dry goods dept. was crowded with customers and a good business was being done.

The provision dept., under Frank Bailey, another young man trained by Sir William Coaker the past two years, was busy handling inward and outward freight. The "Humber Deal" was discharging a full load on one side of a pier, while the "Northern Light" was discharging provisions on the other side, and five schooners were taking winter supplies on board.

According to Walter Monroe, it would be a crime to

The man who utters a disparaging word against Port Union is a dangerous man, and an enemy to progress and advancement.

THE DIFFERENCE.

Sir Wm. Coaker began with nothing. He has to-day established the largest and most prosperous business plant in the Dominion.

Walter Monroe started with money given or left him by his relatives. Where is Walter's money to-day?

The Port Union plant is one of the most prosperous in the country. Why then should Port Union and its founder, Sir Wm. Coaker, be a target for the Board of Trade envy and hatred?

Jealousy is at the bottom of the trouble.

There is not a spot in Newfoundland that all true Newfoundlanders should be more proud of than Port Union.

This low down taint of envy and malice demonstrated by a programme like Walter Monroe's at the recent Board of Trade exhibition, should stop. The country should gladly help Port Union or any other progressive industrial centre—to secure industries irrespective of whether the few know-alls of Water Street are pleased or displeased. God knows they have bungled and bled the country white enough the past few years by their blunders and crimes against the commonwealth. God knows that the political wire-pullers of the Board of Trade have bled our country a linen white the past three years by their damnable creed and preachings in connection with regulations of codfish exports. Let some or all of them visit Port Union and be convinced of their mischievous policy, and be men big and broad enough to take off their hats to the man that has made good at Port Union and in the north.

There must be no West Indian steam service if Sir Wm. Coaker is connected with it.

RIGHT MUST PREVAIL.

There must be no flour mill in the north if Sir William Coaker is interested in it.

There must be no sugar refinery at Port Union if Sir Wm. Coaker is connected with it.

It is all wrong if Coaker and Port Union are concerned, but all right if Water Street or anyone else but Coaker is concerned.

Let right prevail, and who says it won't prevail?

If Right prevails Port Union will go on and on, and the little maggots that crawl along Water Street, commercial or political, won't deter or impede the onward march, and unless I am greatly in error, the barkings of Walter Monroe will have about as much injurious effect upon Coaker and Port Union as he would have in removing the South Side Hills.

Vessels Turn Up O. K.

Sub-Volunteer, Wm. Paul, at Burin reports to the Customs the safe arrival of the schooners Cavalier and Lizzie Dibbon.

SHIPPING NOTES

Sable I. sailed for Halifax ten o'clock last night.

The schooner Arletta is loading fish from the Labrador Export Co. at Fogo for Oporto.

The schooner Gordon F. Tibbo has entered at Grand Bank to load codfish for Oporto from S. Tibbo & Sons. Prospero left Westport 9.05 a.m. to-day coming South.

Sabastapol is due to-night from Fortune Bay Service.

FOR SALE BY TENDER.

LOT 1.—AT HARRY'S HARBOR.

Business premises comprising land, wharves, shop, store, cooperage, Mill, Herring Factory, Dwelling House, etc.

LOT 2.—AT SPRINGDALE—Herring Factory, Store, etc.

LOT 3.—AT JACKSON'S COVE.

Building suitable for Store or Herring Factory.

LOT 4.—About 4000 empty Herring Barrels, also one large and one small Motor Boat.

The Highest or any other tender not necessarily accepted; tenders to close October 31st next.

ESTATE OF REDMAN BROS. & CO.

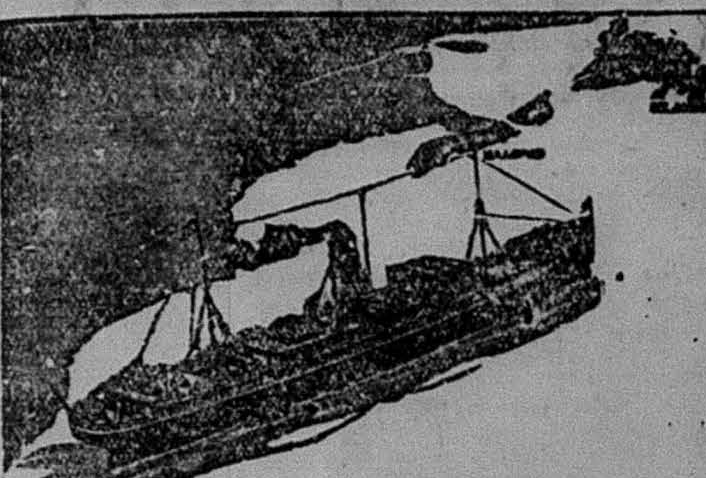
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H. MACPHERSON }

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RED CROSS LINE.

NEW YORK—HALIFAX—ST. JOHN'S.

SCHEDULE OF SAILINGS
FOR OCTOBER

FROM NEW YORK AT 11 A.M.	FROM ST. JOHN'S 12 NOON
October 6th.....Rosaland.....October 13th	October 13th.....Silvia.....October 20th
October 13th.....Silvia.....October 20th	October 20th.....Rosaland.....October 27th
October 20th.....Rosaland.....October 27th	October 27th.....Silvia.....November 1st

Round trip tickets issued at special rates with six months' stop over privilege. THROUGH RATES QUOTED TO ALL PORTS.

WINTER RATES NOW EFFECTIVE.

HARVEY & CO., LTD., St. John's, Nfld., Agents
HOWRING & COMPANY G. S. CAMPBELL & CO.,
17 Battery Place, Halifax, N.S.,
New York, Agents
General Agents.

Furniture

For "Upstairs, Downstairs, in 'My Lady's Chamber' and also for her Kitchen, Dining Room, Den, Boudoir or any other Room, we have everything necessary to make any house into a real home beautiful.

Whole Suites or single pieces for any room sold. Expert advice, suggestions on house furnishing and estimates given free.

If you're buying Furniture for the New Year, call on us for the right goods at the right price.

U. S. Picture & Portrait Co.
Water Street, St. John's

Schooners For Sale

We have the following New Schooners, launched the past year, for sale.

Gull Pond 64 Tons
Humber Deal 54 "
Gander Deal 67 "

Apply
**Fishermen's Union
Trading Co., Ltd.**
PORT UNION.

ADVERTISE IN THE "ADVOCATE."

From The
Masthead

By The Lookout

Said John Milton:
"Give me liberty to know, to utter
and to urge freely according to con-
science, above all liberties."

Some 53,500 fishermen in Norway are insured. Of these 72,000 are deep-sea fishermen, 17,000 fjord, or bay, fishermen, 682 whalers and 3,000 coastwise sailors, lifeguards, etc. There were 288 accidents in 1920 of which 203 were compensable and the insured persons received payments. A total benefit of \$64,735 was paid out in benefits during that year.

What'd I like to know is. Why can't some insurance scheme for our fishermen be arranged?

What about the government doing it?

The government could draw up some simple insurance plan by which each fisherman could pay a small premium each year, and in case of accident receive benefit from the government, or in case of his death the family get the benefit.

Insurance is scientific and sound, and I see no obstacle in the way of successful operation of a state insurance plan in our country.

Every state in the United States has workmen's insurance, and of course they have it in Great Britain.

A friend of mine, F. A. MacKenzie, the famous war correspondent and author, has written an eminently fair and authoritative book about Russia (Russia Before Dawn, published by T. Fisher Unwin, England.)

"The Communist leaders were faced," he says in the book, "with problems of practical administration of appalling dimensions. Most of them had been, until the Revolution, without actual experience in administrative affairs. They had very inefficient and mostly inexperienced help in everyday routine. Gradually theory was moulded to fit in with everyday reality."

"Of course they made mistakes—big mistakes. It was possible to say after four years of revolution, that there was more misery, hunger and general corruption and administrative inefficiency than in the days of the Czar. But the difference was that under the Czar things were largely stationary. Under the new administration the country is struggling towards improvement."

"Any outside," declares Mr. MacKenzie in another place, "who believes that the town working men because of hardships or the mistakes of government, will revert to Czarism or Liberalism, is cherishing a delusion. I have discussed the point with many working men in many cities, and have found them practically unanimous. Their whole tendency is to be more extreme than the government."

Mr. MacKenzie, it will be recalled by many readers, was in Newfoundland following the war on a lecture tour here and in Canada. He lectured on two consecutive nights in the Casino on the part played in the war by the Newfoundland Regiment. Mr. MacKenzie, who is Canadian-born, was one of Lord Northcliffe's editors and correspondents, and he first became famous as a war correspondent in the Russo-Japanese war. Just now he is stationed in Russia as correspondent.

Here is a poem by Dr. Belby Porteus, late Bishop of London:
MILLIONS MAKE A HERO
One murder makes a villain:
Millions a hero. Princes are privileged.

To kill, and numbers sanctify the crime.
Ah! why will kings forget that they are men,
And men that they are brothers?

Why delight
In human sacrifice? Why burst the ties
Of nature that should knit their souls together
In one soft bond of amity and love?

They yet still breathe distraction;
still go on

Inhumanly ingenious to find out
New ways for life—new horrors for the grave—
Artificers of death! Still monarchs of dream

Of universal empire growing up
From universal pain. Blast the

YOUNG DAUGHTER
MADE WELL

Mother Tells How Her Daughter
Suffered and Was Made Well by
Lydia E. Pinkham's Vegetable
Compound

Vancouver, B.C.—"My daughter is a young girl who has been having severe pains and weak and dizzy feelings for some time and had lost her appetite. Through an older daughter who had heard of a woman who was taking it for the same trouble, we were told of Lydia E. Pinkham's Vegetable Compound. My daughter has been taking it for several months and is quite all right now. It has done all it was represented to do and we have told a number of friends about it. I am never without a bottle of it in the house, for I myself take it for that weak, tired, worn-out feeling which sometimes comes to us all. I find it is building me up and I strongly recommend it to women who are suffering as I and my daughter have."—Mrs. J. McDONALD, 2947 24th Ave. East, Vancouver, B.C.

From the age of twelve a girl needs all the care a thoughtful mother can give. Many a woman has suffered years of pain and misery—the victim of thoughtlessness or ignorance of the mother who should have guided her during this time. If she complains of headaches, pains in the back and lower limbs, or if you notice a slowness of thought, nervousness or irritability on the part of your daughter, make life easier for her.

Lydia E. Pinkham's Vegetable Compound is especially adapted for such conditions.

design,
Great God of Hosts! Nor let thy
creatures fall
Unpitied victims of Ambition's shrine.

I read the hundreds of congratulatory messages that poured in upon our President when he was given the title of "Sir" recently. This is the one that I liked most of all of them—see if you can tell why!

"The Rectory,
"Heart's Content,
June 27, 1923

"Dear Sir William:
"Congratulations on the honor that has come to you. I hope you will live many years to wear your honor. Great as this is, in my opinion you possess a greater—President F.P.U."

"Thanking you for your kindly hearted courtesies from time to time
"Believe me,
"Yours faithfully,
(CANON) FRANK SMART."

CASTORIA

For Infants and Children
In Use For Over 30 Years

Always bears
the
signature of
Chas. H. Littlejohn

Wayfarers

The old road, the winding road
That rambles through the town,
That fill'd its way with laughter,
Who loitered up and down;
Now hushed the merry voices,
The lads and lasses gone,
But the old road, the broad road
Goes rambling, rambling on.

But times I see it bearing
Our tardy steps to school,
We saunter in the shadows,
We linger by the pool;
And times I hear it ringing
With wedding peal and song—
Brave with the gala favours
Of some forgotten throng.
And times they come, in silence,
Who bear a silent load—
The highway marks him passing
Who treads no earthly road.

The broad road, the winding road,
The way of smiles and tears,
And still a many leagues to bear
The burden of the years;
The pleasant vales are calling
The fickle feet to roam,
Yet the old road, the white road,
At last shall bring us home.

Edward Shaw
In the "Saturday Times."

BRICK!

Now Landing
Ex. Schr. "Demering"

50,000
RED BRICK.

Hard and Soft

Henry J. Stabb & Co.

Russia Builds Airplane
With Adjustable Wings

HARBIN, Manchuria, Oct. 2. (A.P.)—An airplane with adjustable wings, enabling the pilot to alter his speed materially during flight, has just been given a series of tests here with highly satisfactory results. The inventor, J. J. Dill, a Russian engineer, believes his device will correct a long recognized defect in the science of air navigation.

Dill's invention consists of an apparatus for altering the "angle of incidence" of the plane while flying. In the tests it was found possible to alter the angle eight degrees, causing a corresponding difference in speed ranging from 180 kilometers an hour to 90, and to make a landing within a space of 15 meters.

A 130 horsepower French motor was used and the airplane had a wing spread of approximately 33 square yards. The pilot was a Russian, Kudlanko, attached to Marshall Chang Tso-in's flying staff.

Dill claims his machine can attain a high speed 40 per cent greater than that attainable by the rigid type of airplane; a low speed 25 per cent less and a climbing speed 31 per cent faster.

"I Prithce Send Me
Back My Heart"

I prithce send me back my heart,
Since I cannot have thine;
For if from yours you will not part,
Why, then, shouldst thou have mine?

Yet now I think on't, let it lie,
To find it were in vain;
For thou hast a thief in either eye
Would steal it back again.

Why should two hearts in one breast
lie,
And yet not lodge together?
O Love! where is thy sympathy,
If thus our breasts thou sever?

But love is such a mystery,
I cannot find it out;
For when I think I'm best resolved
I then am in most doubt.

Then farewell care, and farewell
woe;
I will no longer pine;
For I'll believe I have her heart,
As much as she hath mine.
Sir John Suckling—

A Real Twister

Can you say this tongue-twister?
Sammy slept softly, snoring slightly.

"Sluggard," said Stephen, shaking Sam.
Sam stirred — started — stepped
shivering staidwards.

"Splendidly," shouted Sam, sending
showers spreading.
Sam's school, situated south, signalled
sorrowfully. Sam sauntered slowly.

"Shut," Sam said sadly.
Suddenly someone shouted, "Sam!
Sam!"

Sam's senior scholar stood staring
savagely.
"Sixty sentences, Sam!"

"Sure," Sam sighed.
So Sam stopped sleeping so slothfully.

See?

Spain's Dictator



General Miguel Primo Rivera, the Marquis de Estella, head of the revolutionary movement who as Premier is now running an entirely new Spanish cabinet. The "Muscadillo" of Spain is taking a high hand in affairs of the administration and political leaders of all parties are being expelled from the country.



THE POETRY OF MOTION

Devotees of the Goddess of the Dance perform in classic and graceful poses on the lawn of the Kaskoff studio in Los Angeles, Calif. Note the muscular development of these nymphs.

FISHERMEN!

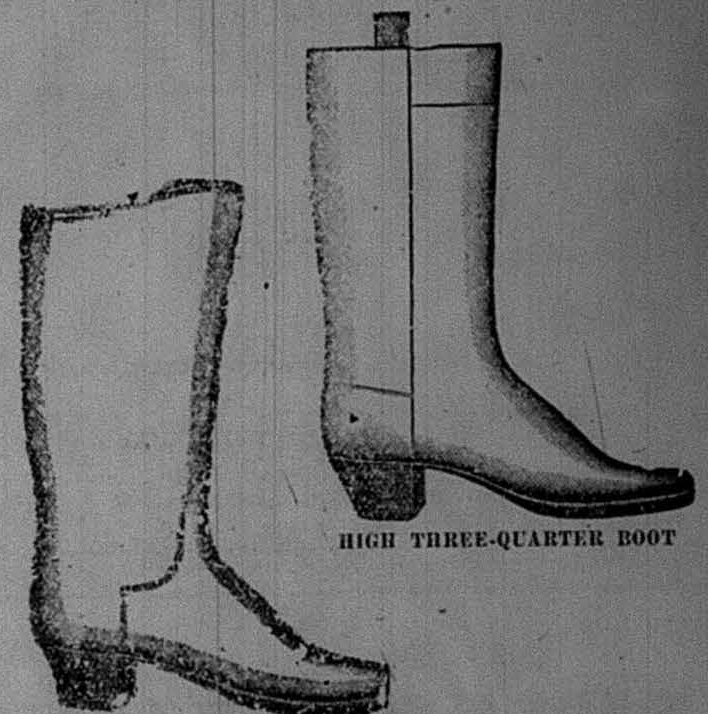
Lower Prices on Hand-
Made Boots!



WELLINGTON BOOT



12-INCH LACED BOOT



HIGH THREE-QUARTER BOOT



TONGUE BOOT

Hand Made Tongue Boot. Price \$8.80
Hand Made Wellington Boot. Price \$8.00
Hand Made Tongue Wellington. Price \$8.30
Hand Made Red Tongue Wellington. Price \$7.80
Hand Made High ¾ Boots. Price \$7.30
Hand Made Low ¾ Boots. Price \$6.50
Machine Made ¾ Boots. Price \$5.50

SOLID LEATHER PEGGED LACED BOOTS.

(Fishermen! Don't put your money in any other)

Lumbermen's 12 inch High Laced Boots. Price \$7.50
Boys' 8 inch High Laced Boots. Price \$4.00
Youths' 8 inch High Laced Boots. Price \$3.80

MEN'S AND BOYS SHORT LACED BOOTS.

Men's Laced Pegged Boots. Only \$3.90
Men's Waterproof Laced Pegged Boots. Only \$4.50
Boys' Laced Pegged Boots, Sizes 1, 2, 3, 4, and 5.
Only \$3.10

Youths' Laced Pegged Boots, Sizes 9, 10, 11, 12 and 13. Only \$2.60

Mail Orders Receive Prompt Attention.

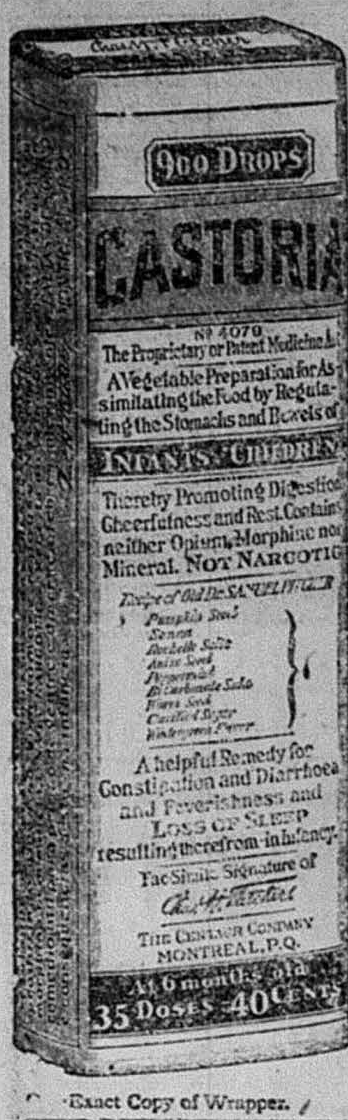
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F. Smallwood,
THE HOME OF GOOD SHOES.

218 and 220 Water Street.

Sep. 18, C.L.

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CASTORIA

For Infants and Children

Mothers Know That
'Genuine Castoria'
 Always
 Bears the
 Signature
 of

Chas. H. Hutchings
In Use For Over Thirty Years
CASTORIA
 THE CENTAUR COMPANY, NEW YORK CITY

ECZEMA CAN BE CURED

and there's a simple remedy — a home treatment known as

Stafford's Eczema Lotion

that accomplishes wonders. There's not a preparation made that gives as good results.

The quickest way to undermine your health and ruin your entire system is to let eczema get a start on you.

If you have a mild case or a prolonged one — try this remedy and see what a change in a few days' treatment.

Price 40c. per bottle. Postage 10c. extra.

DR. STAFFORD & SON

Duckworth Street and Theatre Hill.

SEASONABLE.

Japaned Coal Hods,

(Plain and Gold Band)

Galvanized Coal Hods,

(16 and 17 inch)

Galvanized Slop Pails,

Victor Traps.

"Rabbit," "Muskrat" and "Fox"

Lowest Wholesale Prices.

The Direct Agencies, Ltd.

Fire Prevention

An Address by Mr. T. V. Hartnett
 Before the Rotary Club
 on Tuesday

At the weekly luncheon of the Rotary Club, an address on Fire Prevention was given by Rotarian T. V. Hartnett, and Rotarian Charles Hutton acted as Chairman. An interesting five minutes address was given by Rotarian Taylor Statten, of Toronto, who is visiting Newfoundland in connection with a contemplated Boys' Work campaign.

Among the guests were Mr. R. G. Gifford of St. John, N.B.

ADDRESS OF T. V. HARTNETT, TO ROTARY CLUB, OCT. 9, 1923.

As all of you are aware, at the instance of our fellow Rotarian, Inspector General Hutchings, the week of October 7 to 13 will be observed as "Fire Prevention Week" in Newfoundland. This is the date set for a similar observance throughout the United States and Canada, and I have been asked to speak to you to-day of the methods employed in the United States to try and reduce the tremendous national loss caused by fire. I can only hope, of course, in a fifteen or twenty minute address, to treat this subject in a general way, — since in these days of highly developed organization one finds each phase of Fire Prevention actively occupying the undivided attention of a specialist in each branch of the service. I am indebted to the National Board of Fire Underwriters for much of the material given in this address, and the fire statistics have been taken from the records. In passing, I might explain that the National Board is an educational, engineering, statistical and public service organization maintained by the Stock Fire Insurance Companies. It includes in its membership two hundred and forty-four Companies, both stock and mutual and its records cover between 97 to 98 per cent. of the total fire losses of the United States. They receive from the various companies information concerning hazards of thousands of separate fires each year, and this data is then made a matter of analysis and tabulation, and the invaluable information obtained has come to be the basis of a great deal of Fire Prevention plans throughout the United States. Unlike our local board of Fire Underwriters, it has no jurisdiction over companies or agents, nor does it take any part in determining rates. Theoretically, the service that it renders is to its members, but practically it has become to all intents and purposes a public service institution, due to the fact that Fire Prevention is essentially a public matter.

Fire loss of property and lives has increased so alarmingly in the United States that nothing is being left undone in the matter of educating every man, woman and child in methods of Fire Prevention. America's fire loss for the year 1922 stands as the highest known in the history of that country, with one exception, the year 1906, the San Francisco disaster year. The estimated value of property destroyed in 1922 amounted to the stupendous sum of \$521,860,000. Every time the minute hand changes position, it indicates a loss of approximately \$1,000. Of a per capita basis it works out to \$4.75 per person, and it is interesting to compare this with the per capita loss in Great Britain of 72 cents or less than one-sixth of the United States per capita loss. In Newfoundland, I have only been able to secure the fire losses for the five years ending December 31, 1922, and the figures indeed are startling. These losses are recorded as follows:—

1918	\$ 74,257.04
1919	\$ 81,523.33
1920	\$ 336,777.50
1921	\$ 291,717.70
1922	\$ 525,187.23

In other words the per capita loss has increased from 39 cents in 1918 to \$2.17 in 1922. The losses given for Newfoundland do not include our forest fire losses which Hon. J. E. Downey in a recent address before the Rotary Club estimated at \$50,000 per year.

The worst feature of the fire waste is that statistics show that most of our outbreaks of fire are readily preventable, and the loss which they entail avoidable with the exercise of common carelessness. Most fires start from surprisingly simple and easily preventable causes. Careless smokers and the use of matches is one of the principle fire causes. Defective chimneys and flues are listed as another major fire cause, and fires from this source can readily be prevented by a few timely repairs to defective equipment. Electricity is responsible for fires, principally be-

cause of the misuse of electric equipment, overloading wiring, leaving electric irons with the current on, etc. All these may be eliminated as fire causes if proper care is taken. The principle of personal responsibility for fire is in force in European law, and is perhaps the main reason why European per capita fire losses are about one-tenth of those for the United States and Canada. For example, in France the property owner is not so much concerned about his own possible losses, but must carry insurance to cover his liability in case a fire originating on his premises should spread to surrounding property. And furthermore, the property owner or tenant is held to be responsible for the fire, unless he can definitely prove otherwise. In China they have adopted a far more drastic method. The man whose house is burning is held responsible in case the conflagration spreads. His suffering neighbors each has the right to pour a bucket of water on him, and to compel him giving them a feast. Also they finally dump into his yard whatever debris the spreading fire may have caused upon their land.

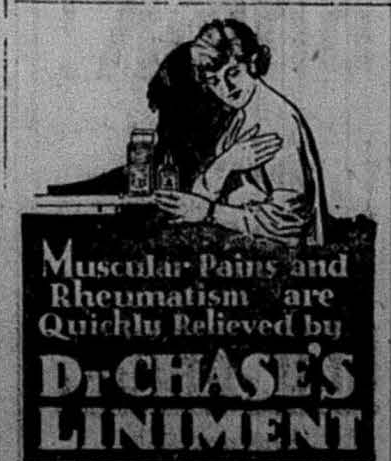
There is an erroneous impression that Fire losses are borne directly by Insurance Companies. After a fire the average person asks is it covered by insurance? and if he finds the loss is covered, he dismisses the subject from his mind. He does not realize that the Insurance Companies are merely collectors and distributors of the Fire Tax; that they are able to pay fire losses only by reason of the premiums they collect. We all pay this fire tax directly or indirectly, it is added to everything we buy, everything we use, and with a reduction in this fire loss a corresponding reduction should take place in the tax rate.

A review of the activities of Municipal Fire Prevention engineers, should not be without interest. Usually the first step taken in Fire Prevention work is an inspection by a committee of highly qualified engineers whose work is divided into three headings:

Elimination of the causes of fire.
 Limitation of the spreading of fire.
 Extinguishment of fires.

The water supply being of primary importance is studied in respect to its size, source, its reservoirs, flow, pressure, size and arrangement of the mains, the position of the hydrants, the possibility of their freezing, and every other essential matter. For example, in New York, it was found that the water supply was inadequate to cope with the skyscraper situation, and likewise the conflagration hazard. In view of this they recommended an unlimited high pressure water system with the result that the City authorities installed a 72 inch salt water main in the congested part of the city, having as its source of supply the Hudson River. Several high powered pumping stations were placed along the water front, and it enables the authorities to work a high pressure of no less than 300 lbs. at all times.

Next, they consider the question of inadequate fire apparatus. Thanks to our Inspector General, the city of St. John's can now be said to possess a thoroughly modern and effective apparatus for fighting fires. Just what this apparatus has saved the city in fire losses, is not known, but it is interesting to learn that in five cities in the Eastern States, the purchase of automobile fire apparatus resulted in the extinguishment of fires in buildings which would have been thoroughly destroyed, and a fair estimate of the value and contents is far in excess of eight hundred thousand dollars. Attention is then given to the conspicuous fire hazards. Old buildings are rendered safe for occupancy; dilapidated buildings are removed. In the city of Boston 1134 of these buildings have been removed



during the past few years, and a rigid inspection is made of all industrial plants, departmental stores and mercantile establishments.

Thus far I have considered only the financial losses, and have not referred to another and far less excusable kind of waste: I mean the waste of life. Fortunately in this city our fires have been attended with small losses of life, but it behoves us as good citizens to see that our schools, factories and mercantile establishments afford ample protection to their occupants. I can only touch on the activities of the committee in this field of service and briefly their recommendations might be summarized as follows:

- Order and neatness, commonly called "good housekeeping."
- Self closing metal cans for oily waste, and other dangerous materials.
- Metal receptacles with tight metal covers for the safe keeping of sweepings, rubbish accumulation, ashes, etc., pending removal from premises.
- Non-combustible or metal lined rooms, and tins for the storage of excelsior straw, waste paper, and other ready inflammable materials used for packing purposes, etc.
- Installation of electric wiring, fuses, etc., strictly in accordance with the rules of the National electric code.
- Proper safe guards for electrical apparatus, used for heating, etc.

The importance of fire drills for school children, and factory employes is considered a vital necessity.

Installation of fire doors between departments and elevator shafts so that the fire may be confined to the smallest possible area, is also advised, and now that the holiday season is approaching, special emphasis is laid on the danger of using inflammable materials for decorating purposes.

The Committee strongly advocated the adoption of the automatic sprinkler system, and in this connection it is interesting to note that out of a total of 1677 fires in buildings protected by sprinkler systems, 1143 fires or 72 per cent, were practically extinguished by the sprinklers, and 330 fires or 25 per cent, were held in check.

What can we do in St. John's? First of all it will require both individual and collective efforts. Individually, we can make a start by developing in ourselves a fire consciousness. We can make carelessness with fire not only a habit, but an instinct. Let us correct those conditions in our premises, home or business which breed fire, such as the rubbish heap, the carelessly disposed match or cigarette, the electric iron thoroughly left turned on, the defective chimney or flue, the open fire left unscreened, etc., etc. All these common hazards are held to be strictly preventable by the Board of Fire Underwriters. Their detection simply means the application of common sense and the exercise of ordinary vigilance. One does not need special knowledge to banish the more usual causes of fire from his home or place of business. This much then is primarily the concern of the individual citizen. Again, where the local Fire Department engages in Fire Prevention activities, we should accord it our strong co-operation.

Fire inspections are made for all of us, and are not undertaken merely for the sake of exercising authority. Finally, and in the long run most vital to all, let us make it our business to see that children are brought up in the knowledge of the dangers of fire, and how they are to be averted. In every school at periodical intervals, time should be devoted to imparting lessons of fire prevention. Children absorb quickly and apply practically, and it is important that they be taught the need of carefulness where fire is concerned. It has been said by those who have studied the early history of mankind, that the first three stages in our development may be thus summed up:

- (1) When we learned to "recognize fire."
- (2) When we learned to "keep fire going."
- (3) When we learned to "make fire."

and I think you will agree with me when I say that the time is at hand for us to enter upon the fourth stage. We must learn to "prevent fire." In conclusion I wish to pay a well deserved tribute to Rotarian Inspector General Hutchings, and his splendid corps of trained fire fighters. As all of us are aware due to the energy of the present Inspector General, this department has reached a high state of efficiency. The task in fighting fires especially under winter conditions is not an easy one, and we can all show our appreciation of the work they have been doing, and at the same time conserve our national wealth by using our best efforts, not only this week, but in every week of the year towards maintaining the causes responsible for fire. "It is better to be safe than sorry."

Unclaimed Letters Remaining in G.P.O.

A Adams, Mrs. E., LeMarchant Rd. Anderson, E., Signal Hill Road.	G Goss, Mrs. H., William's Lane. Goss Mrs. Lizzie, Duckworth St.	O Osmond, N., Contractor. O'Toole, Mrs. John, Bond St. O'Brine, John O'Brine, Miss Alice, Newtown Road. O'Brien, Miss M., G.P.O.
B Barron, Miss V., C/o Mrs. Wm. Fitzgerald. Barnes, Mrs. Martha, Gower St. Bairst, Mrs. Wm. Bell, James, Nagle's Hill. Benson, Thos., Field St. Brennan, Mrs. Patk. Bell, Mrs. W. T., Nagle's Hill. Bell, Geo., Nagle's Hill. Bert, Miss C., Patrick St. Baddock, Herbert, Nagle's Hill. Brown, Miss D., New Gower St. Brown, J. H., C/o A. S. Rendell. Brown, Miss K. Brown, Wm., New Gower St. Brown, Mrs. C. Boone, Miss E. Butt, Miss L. J. Bugden, Mrs. Fannie, Macklin Place. Bruff, Mrs., Brine St. Burry, Fred., Blanche's Ave. Blundon, Miss Maud, Duckworth St.	H Harris, Miss C., New Gower St. Hart, Miss Julia Holland, Mrs. Richard, Carter's Hill. Hart, Frank, Bowring St. Hill, Miss E., South Battery. Howlett, Wm. Hollahan, John, New Gower St. Hunt, Miss Annie Hudson, Mrs. Charles Hutchings, F. J Jones, L., C/o G. P. O. Jacobs, Mrs. P. K., Theatre Hill. James, Wm., New Gower St. Jones, Mrs. A., Bannerman St. K Kelley, Mrs. James (card), Duckworth Street. Kephedy, Mrs., LeMarchant Rd. Kelly, Chester, Carter's Hill. Keau, W. J. Keau, W. J. Kelley, Thos., Power St. Kelley, Mrs. Pat. Kearney, Thos., C/o G. P. O. Kephedy, Mrs. Ralph, Freshwater Rd. Keefe, Miss Annie, C/o Gen'l Delivery. Kennedy, Miss Alice, Lime St. Kelly, Chester B., Carter's Hill. L Laurence, Miss G., South Side Lang, Miss A. (card) Lambert, Miss Annie Lewis, Miss Florence, Cabot St. Lee, Miss L., Gower St. Lewis, Miss Susie, Gower St. LeDrew, J., Allandale Rd.	P Parsons, Miss A., Harvey Road. Parsons, Miss M. Preston, John D. Pechham, E. Peckford, Mrs. Thos., Water St. Preston, John D., C/o G.P. O. Pearce, Mrs. M., LeMarchant Rd. Pitts, C. (card), Hamilton St. Phillips, Roy Power, Wm. Porter, Andrew, John St. Pynn, Alice, Casey's St. Pollard, Mrs. G., Young St. Puddester, Mrs. Jas., Allandale Rd.
C Clark, Mrs. Patrick, Casey's St. Cahill, Mrs. Edward, Lime St. Carroll, Miss C. (card) Carter, Miss Mary, Bannerman St. Cave, Benjamin Cleary, Miss M., C/o P. J. Murphy. Cooper, Philip, Mrs., Bulley St. Cricht, Miss Lizzie, C/o Gen'l Delivery. Collins, Wm. Cooney, Edward, C/o Gen'l Delivery. Coffin, H. S., Mrs., Theatre Hill. Courtenay, Edgar, Codner's Lane. Coleman, J. H., C/o Gen'l Delivery. Constantine, Stephen Churchill, H., Livingstone St. Curnew, Mrs., Pleasant St. Curran, Eugene Curtis, Mrs. Alice, Gower St. Cuff, Elias, C/o G. P. O. Curtis, Miss M., Bulley St.	M Martin, Wm., John's St. Masters, Miss P., Pleasant St. Martin, Mrs. Ralph Maddment, Stanley, Allandale Road. Martin, Miss Maggie, Newtown Road. Martin, G.P.O. Myers, Mrs. John, Pennywell Rd. Mercer, Miss Nellie, Military Road. Morey, Sidney, C/o G.P.O. Moulard, Miss P., Gower St. Morrissey, Joseph, Colonial St. Morrissey, Wm., Long P. Road. Murphy, Will, C/o G. P. O. Mullett, Miss A. (card) Murray, Miss Margaret, Richmond Ave. Mullowney, Miss Margaret Murphy, Miss Mary, Military Rd. Murphy, Wm., Pleasant St. Murphy, Cyril, Signal Hill Murphy, Miss Mary, Colonial St. Morrissey, Mrs. W. J. (card), Military Road. Murrin, Mrs. W., Larkin's Square. Murphy, George N Nell, George, C/o Gen'l Delivery. Newman, Albert, Casey's St. Norman, John, Charlton St. Noseworthy, Dr. Chas. Norris, Mrs., Water St.	R Roche, Wm., C/o G.P.O. Rodgers, J. W. Ryan, J. J. Randell, George, LeMarchant Rd. Roberts, Arthur Rose, Mrs. Wm., Duckworth St. Rumsey, Miss N., C/o G. P. O. Rumbolt, Miss Sophie, Maxie St. Rose, Mrs. Hubert S Shave, Miss Martha, Spencer St. Shea, Wm., (card) Lime St. Stevenson, L. J. Stevens, Thos. Seward, Moses, C/o G. P. O. Street, Mrs. Wm., Murray St. Sheppard, Roland Smith, Miss Ethel, Circular Road. Strickland, W. T., C/o Gen'l Delivery. Snow, J. C., Colonial St. Short, Wm., Prospect St. Strong, Florence, C/o G. P. O. Sutton, Miss C., James St. Squires, Miss Clara T Tucker, Miss E. V., Long P. Road. Tobin, Miss Mary, C/o G.P.O. Tobin, R., C/o Mr. Devine. Templeman, Miss B. Templeman, Miss E. Taylor, A., Springdale St. V Vokey, Miss Annie, Freshwater Rd. W Walsh, Thomas, Long P. Road. Walsh, James A. Wakely, Isaac Walsh, L. R. Walsh, Miss M., (card) Warren, Miss Ida, Power St. Warra, Mrs. F. C. Weir, Edward, Newtown Rd. Webster, Mrs. Arch, Newtown Rd. Williams, Mrs. T. B., Bannerman House. Withall, H., Water St. White, Stanley, Freshwater Rd. Wellard, Walter, C/o Gen'l Delivery. White, Miss Mabel, Bannerman St. Whitten, Mrs. Charlie, Buchanan St. Whittle, Miss Lizzie, Maxie St. Woolbridge, Arthur Y Yarn, Ephraim, C/o Gen'l Delivery.

CONSTABULARY FIRE DEPARTMENT GIANTS DRAW FIRST BLOOD IN WORLD'S SERIES

(Continued from Page 3.)
When from the tower the bells peal forth.
The midnight cry of 'Fire!' 'Tis then our fireman band reveal Their nobleness of heart, And rush, forgetful each of self, Assistance to impart."

The Fire Prevention Week inaugurated by the Inspector-General is valuable to the city and all interested persons should give it their aid unsparringly, working with heart and soul to do all that is possible for the restriction of fires.

Before entering into the work of the organization of the Fire Department, we would like to say a word in favor of Supt. Patrick O'Neill, the energetic and genial assistant of the Inspector-General. He is a most unassuming and vigilant officer, springing from the rank and file, moderate in manner, and daring when called upon to venture on any work of a nature which calls for uncommon courage.

Organization of Fire Department
In a sketch published by Inspector-General McCowen, some twenty years ago, we find the following relating to the organization of the fire department, which says:

"In 1822, when the great fire desolated the city, he was appointed Hon. Secretary of the Relief Distributing, and in that onerous and responsible position, one of great difficulty and calling for infinite tact, he further enhanced his reputation as a kindly, wise and impartial administrator. At the close of his labors he received the unanimous thanks of the General Committee for his humane and energetic efforts in behalf of the fire sufferers. He was then appointed a justice of the peace for the colony, and as the bitter experience of the city pointed to the need of a first-class fire department, he was sent to Canada and the United States to study the organizing and equipment of the most up-to-date departments there, with a view to forming one in St. John's. For his service in this connection he received the thanks of the Governor in Council, and was appointed chairman of the board of fire commissioners which in 1823 formulated the plans for the effective fire protection of the metropolis in the future. In 1825 he was appointed Inspector-General of Constabulary and Chief of the Fire Department and reorganized both branches. The successful working of the two as a unit was perhaps his greatest achievement. In his fire protection work Mr. McCowen did not spare himself, being always ready to take every risk, which he expected his men to face, a proof of this lies in the fact that in June, 1827, he was publicly thanked by His Excellency the Governor for exceptional and unflinching bravery at a fire and presented with a medal of honor. The late and venerable Archdeacon Botwood who had been an eye-witness of the circumstances which gained him this distinction, recommended him for the V.C. declaring that his gallantry was as conspicuous as any ever evidenced on the field of battle."

Old-Time Fire-Fighters
In the early part of the last century many fires took place, and the facilities for combating them were very poor indeed. A disastrous fire took place in 1815, two more occurred in 1817, and another took place in 1818. The latter year, three attempts were made to destroy St. John's, and on that occasion £300 reward was offered by Governor Pakenham for the apprehension of the party or parties guilty of the attempts.

Losses: Life at Fire
The military took part in the suppression of fires in the old days. There are on record instances of their bravery at fires. In 1836 sixty tenements were reduced to ashes in St. John's on Waldegrave Street and part of Water Street, rendering seventy or eighty families homeless. On that occasion a soldier named William O'Regan of the Royal Veteran Companies was killed by falling from a ladder. He had rescued a child

from a burning building and was, in the act of ascending a ladder to save another when he fell, and his head struck a piece of timber, killing him almost instantly. He was buried with military honors and was followed to the grave by a large number of citizens.

Big Fire of '46
This fire is still talked of by old folks, some of whom relate stories in connection with it handed down by their forebears. Very few are amongst us now who remember witnessing the catastrophe. Very few facilities were afforded to fight fires at this time. There were but a crude amount of water to be had, mostly taken from streams, or wells. Prowse's History tells us that the fire broke out at 8.30 a.m. on Tuesday, the 9th of June, and by nightfall it had destroyed the city. It began in the shop of Hamlin the cabinet maker in George Street by the over-boiling of a glue-pot. Eleven days after the fire an engine arrived costing £500, the gift of a fire insurance company, a present to the fire brigades. As we noted the amount of water was small, and the means of coping with fires were meagre also. It was not until July, 1848 that water was conveyed to the city from George's Pond on Signal Hill.

The engineer, who had charge of the work was a native of Scotland, named James Minto. People left St. John's in the forties, because of the need of water, and other necessary means of combating fires. The late John Valentine Nugent, was the father of the Water Bill of 1845, which succeeded in having water first brought through pipes to the city.

Phoenix Fire Company
The famous Phoenix Fire Company was organized Jan. 25th, 1847. They comprised 100 men: 48 engine men, 15 bucket men, 28 water men, 6 hook and ladder men, 4 hose men, 3 branch men. They wore blue serge frocks and glazed hats with the company's name on the front. In 1867 they wore uniforms which consisted of blue cloth turned up with scarlet and gold cord on the collars and cuffs of the officers' uniforms.

They were a fine body of men, in the sixties, one of their number said in writing to the press a statement that not one of them received a farthing for services. For years they helped to put their hands in their pockets to help to defray the expenses required by the company. Inspector-General McCowen said in his report of the organization: "I have had personal observation and experience for nearly a quarter of a century of the manner in which these men did their work at fires, and it is only just to them to say that they worked with heroism born only of love for the traditions of their respective companies, and many of them often died without pay, without thanks. Their only reward was a high sense of duty to their fellow men."

The Phoenix fought many fires in their day. In 1850, ninety tenements were destroyed. At this fire they played a prominent part. At the request of Rev. Dr. Mullock, a house was pulled down and a fire break was made thereby, which saved the remaining houses in the vicinity.

Other Fire Brigades
The Cathedral Fire Brigade was made up of a splendid body of men. In the report of the General Water Company for the year ending Dec. 31, 1862, the late Sir Ambrose Shea, who was president, said: "There are five volunteer hose companies, two of them being the well known Phoenix and Cathedral Fire Brigades, and the services of those companies, much cannot be said in just commendation." The men of the Cathedral Fire Brigade wore red shirts with white mitre, and were jokingly called "The Pope's Fire Brigade." In the fifties we also had the Water Co's fire brigade. The Sons of St. John's, the True Blue, which was organized on June 20th, 1854. At that time some of our prominent citizens interested themselves in relation to the getting of proper recognition for giving alarms of fire by bells at



COURTESY, BALTIMORE EVENING SUN

BALTIMORE CLUB MAKES BASEBALL HISTORY
In winning five consecutive pennants the Baltimore Club of the International League established a new world's record. Six members of the team who have been with it since 1919, when the first championship was won, are shown. They are, top to bottom (left) Max Bishop, 2nd base; Harry Frank, pitcher; Fritz Maisel, 3rd base; (right) Joe Boley, shortstop; Otis Lawry, left field; Merwin Jacobson, right field.

ter a fire was discovered, and also means for arresting fires. The press said at the time in relation to fires: "We know of no part of Her Majesty's colonies that has suffered greater affliction—if as much—from the ravages of fire, than Newfoundland." The booming of guns from Fort William and other forts, were the means adopted to acquaint citizens of the fires at this time.

A Humorous Incident
In the St. Bonaventure's Adelphi, June, 1907, His Grace the late Archbishop Howley, tells of an incident which took place in the fifties, which perpetuated a joke on the firemen of that period. His Grace said: "On the Southside, near the Low-back Car Road, there was a small shed in which was kept the old hand engine of the Cathedral Fire Brigade. The old Chapel bell stood in the quadrangle on a sort of wooden belfry. Amongst the freaks perpetrated by the boys was one which caused an alarming sensation through the ward. One boy offered a wager that no one would have the courage to ring the bell. The bet was immediately accepted by it I mistake not, one Joe Donnelly, in whom it would be difficult to recognize the present venerable and sedate parish priest of Day de Verde. He ran over, 'shinned' up to the height to which the rope had been tied, and where it was thought to be out of harm's way. In a few minutes the melodious tones of the old bell being well known and recognized, people began to flock in alarm from all quarters. The 'firemen'—Phoenix (whose hall was quite near at the foot of Long's Hill)

and Cathedral brigades—were soon on the spot, thinking the old Chapel or old Palace were on fire. In the meantime the culprits who were themselves more frightened than any one else, when they realized what they had done and heard the bell ring out, fled and hid themselves among the pile of stones and lumber in Boggan's copage, where they lay low till the turmoil had subsided, when they innocently slunk back."

Big Fire of '92
At the time of this disastrous fire the fire brigade was under the control of the Municipal Council. Superintendent Dunn, since pensioned, stated in his deposition before Judge Prowse in August, 1892, as follows: "The Fire Brigade is under the control of the Municipal Council. It has twelve officers and fifty men. Seven besides myself are paid permanent men, two watching for each half, west and central, one night watchman at the engine house. The driver of the engine and the engineer are both on watch during the day. Trouble is the night watchman at the eastern hall. There is also a Fire Brigade on the Southside near the Long Bridge. Besides the steam engine, we have two hand fire engines—old machines—of very little use, very small power. We had a set of extension ladders that would go fifty feet. We had one chain with a hook, about twelve fathoms of chain, and a good rope. The only apparatus we had for hauling down houses—the chain and hook—were kept in the central hall."

The Superintendent made further remarks, but we think that what we have copied is sufficient to show the facilities which the old volunteer firemen possessed to fight fires. Judge Prowse said: "The Fire Department is under the control of the Municipal Council. This was repeated a number of times, and few minutes later, management of the Municipal Council, and the universal experience of when Curtis, from near ones served every one present at the late fire, by St. John's, Cottier, by excellent management, rather inefficiently, and added the fifth."

The first parade of the present day, after half time, the Feildians, with department took place on June 18th, 1892. On this occasion the band of the Constabulary was also present, the strong defence of St. John's, Long. A flag was borne, measuring five feet however, cleared and scored the only by twelve feet, made of silk—color goat for his team. When the whistle of green, pink and white, with the sounded the game stood St. John's 5, yards "Faithful and Fearless" upon Feildians.

Now ends our review of the city's fire brigades, past and present, and before closing, we would wish to emphasize the fact on the minds of our citizens, that it is their duty to assist by every means at their disposal, the Inspector-General and his valuable aides. Give him that encouragement he so well deserves. Do all you can as regards what he asks you to do in relation to Fire Prevention week. Do all that you can at all times by deed and word, and you will be doing what is your duty. This city has suffered tremendously from fires, and it is our bounden duty to do all that is possible to avert such calamities as have befallen us in the past. God bless our Fire Brigade.

Inter-Col. Football

St. Bon's Win First Game by 5 Goals to Nil

The students of St. Bon's and Feild Colleges were favored with ideal weather for the first inter-collegiate match last evening. The line-up of the former was—Fraser, Cottier, Chafe, Curtin, Nikosey, Furlong, Halley, Murray, Cowley, Frazier, Cottier, Donnelly (goal); that of the latter: Tidford, Long, Eales, Withers, Anderson, Rendell, White, Eales, Crosbie, Godden and Fitzgerald.

Both teams had been in training for weeks past and much conjecture centred around the first match of the 1923 College Football.

From the start of the game the spectators were given an exhibition of an excellent brand of ball. The contestants were only a short time on the field when St. Bon's got the ball near their opponents' goal and after half time, the Feildians, with the sun to their backs, made great efforts to score, but could not pass the Constabulary was also present, the strong defence of St. John's, Long. A flag was borne, measuring five feet however, cleared and scored the only by twelve feet, made of silk—color goat for his team. When the whistle of green, pink and white, with the sounded the game stood St. John's 5, yards "Faithful and Fearless" upon Feildians.

Casey at the Bat

Veteran Willow Wielder Wallops Giants to Victory

YANKEE STADIUM, Oct. 10—The back after being relegated to base, Casey Stengel, with two out, in the ninth and the count three to two against him, tore off a homer to the delight of 60,000 fans, and the Giants romped off with the first game of the world's series 5 to 4. The national league champions concentrated their attack in the fifth, when they drove Hoyt from the mound, and Bush who succeeded him, held the Giants helpless until Casey's blow. The Yankees outlasted their opponents and won a three bagger in four trips to the plate.

NEW YORK, Oct. 10—Swinging his bat in that fabled setting of the diamond, the ninth inning, with the score tied, two out and the count "two and three" Casey Stengel blasted his way into baseball's hall of fame to-day with a home run drive that gave the New York Giants the victory over the Yankees five to four. That mighty, heroic blow of Stengel, who came

back after being relegated to base, Casey Stengel, with two out, in the ninth and the count three to two against him, tore off a homer to the delight of 60,000 fans, and the Giants romped off with the first game of the world's series 5 to 4. The national league champions concentrated their attack in the fifth, when they drove Hoyt from the mound, and Bush who succeeded him, held the Giants helpless until Casey's blow. The Yankees outlasted their opponents and won a three bagger in four trips to the plate.



JACK DUNN

Owner and manager of Baltimore Orioles, first team in history to win five consecutive pennants.



Jack Dempsey, heavyweight champion of the world. Photo taken since his fight with Firpo.

Opening of Girl Guides Headquarters

The Girl Guides new Headquarters in Smallwood Building, Duckworth St. were formally opened by the Island Commissioner, Lady Allardyce yesterday afternoon. There was a large and representative gathering present and all listened with deep interest to the inspiring address by Miss Bright, an English Commissioner which was the feature of the opening. After the formal opening Commissioners Mrs. John Campbell for Bay of Islands, Mrs. Hugh LeMesurier and Mrs. Higgitt for Hr. Grace were invested.

Miss Bright will hold the following training course, for Commissioners and Guides, to which all who wish to take an active part in guiding are cordially invited.

Programme of Course of Training

- Conducted by Miss Bright:
- 1.—Company Management; Patrol System and Court of Honour; Thursday, Oct. 11th, at 7.45 p.m.
 - 2.—Specimen Guide Meeting; Company and Patrol Drill; Saturday, Oct. 13th, at 7.45 p.m.
 - 3.—Physical Exercises; Health Mrs. Bussey, W. H. and Mrs. Parsons Talk and Industrial Conditions, and son.

Monday Oct. 15th, at 7.45 p.m. Ranger Meeting, Tuesday, Oct. 16th, at 8.00 p.m.
4.—Games and Dancing, Thursday, Oct. 18th at 7.45 p.m.
5.—Signalling; Knots and Knot Games, Saturday, Oct. 20th, at 7.45.
6.—Specimen Brownie Meeting; Talk on Brownie Work and Management, Monday, Oct. 22nd, at 7.45.
7.—Talk on Guide Work and General Discussion on Church Parades and other parades, Thursday, Oct. 25th at 7.45 p.m.

Kyle's Passengers

The s.s. Kyle arrived at Port aux Basques at 7 a.m., bringing 120 sacks of mail matter, and the following passengers: M. C. Havin, Poncesca Arango, O. Kelloway, H. and Mrs. Monro, H. M. Wilde, Miss Daley, M. Calpin, Mrs. L. Fagan, J. P. Jordan, W. Bush, W. J. Patten, A. H. Robertson, J. A. Ross, C. Simmonds, L. Coleman, G. J. Biondi, Miss D. McIsaac, Capt. Wes Kean, W. Hunt W. S. Chafe, Miss A. Morris, Rev. F. P. Coffin, S. and Mrs. Bussey, W. H. and Mrs. Parsons and son.

Nerves So Bad That She Would Sit and Cry

Mrs. Mary Hocking, Madoc, Ont., writes:—"Dr. Chase's Nerve Food has done me a wonderful lot of good. I suffered from general weakness and was so run down and my heart and nerves were in such bad shape that I would sit down and cry and not know what I was crying about. I also used to have weak spells. Thanks to Dr. Chase's Nerve Food, however, I am real well now. I shall always keep a box of the Nerve Food in the house, and recommend them to my friends; they are a wonderful medicine." (Mr. J. W. Vince, Druggist, of Madoc, Ont., says: "I have sold Mrs. Hocking your Nerve Food, and the medicine has done her much good.")

DR. CHASE'S NERVE FOOD

AT ALL DEALERS.
GERALD S. DOYLE, Distributor.



No. 1 Motor Truck—Central Station. (Cut by courtesy Nfld. Quarterly.) Photo by T. B. Hayward.

MOTHER!

Child's Best Laxative is
"California Fig Syrup"



Hurry Mother! A teaspoonful of "California Fig Syrup" now will thoroughly clean the little bowels and in a few hours you have a well, playful child again. Even if cross, feverish, bilious, constipated or full of cold, children love its pleasant taste.

Tell your druggist you want only the genuine "California Fig Syrup" which has directions for babies and children of all ages printed on bottle. Mother you must say "California." Refuse any imitation.

Government Ships

Argyle arrived at Marysstown 7.10 p.m. yesterday, inward.
Clyde arrived Lewisporte 7.30 p.m. yesterday.
Clement left Grand Bank 6 p.m. yesterday, going West.
Home at Lewisporte.
Kyle left Port aux Basques 10.10 p.m. yesterday.
Meigle left Hr. Grace 5.15 a.m. yesterday, going North.
Sagana left Brig Bay 1.15 p.m. yesterday, going North.
Malawoff arrived Port Union 5.40 p.m. yesterday.
The Manoa will continue on her regular service between here and Montreal until the end of November. Her last sailing from Montreal will be on November 24th.

POLICE COURT

A drunk was discharged.
Constable Manderson charged a car-man with a breach of a regulation which provides that the driver of a horse on the public street must be holding or guiding the horse with the reins. The complaint is that the defendant's horse was behind another coal laden team while he was talking to the front teamster. This was denied and said that he was walking at the rear of the other man's big cart and could reach his horses reins at any time. Police officer and defendant swore to a contradictory set of facts which the Judge could not reconcile. The other teamster will be summoned as a witness for to-morrow morning.

For assaulting a blind man named Arthur Mootry, a west end man was fined \$5 or 10 days. The Judge said only he feared a heavier fine would be a hardship on the family of the accused, and if he was wrong, he would fine him \$25.00. It appears Mootry is a sort of sport for the boys around the Mill Bridge. If they are caught again annoying him, his assailants will pay a severe penalty.

One brother summoned the other for using threatening language towards him. Although 21 years old the defendant refuses to work. He appeared in a fighting mood which His Honor somewhat modified by placing him under a \$50.00 bond to keep the peace and to leave the house.

The preliminary hearing into the charge against Don White, who was driving the motor which killed young Griffiths on the South side, which began yesterday before Judge Morris will be continued this afternoon.

Robert Haynes Pleads "Not Guilty"

Robert Haynes against whom a true bill for bigamy was returned by the Grand Jury this morning, was arraigned this morning and pleaded "Not Guilty." On motion of the Crown, the trial was set for Thursday next before a Special Jury.

The Jean Revellion, owned by Revellion Bros., has cleared for Halifax and sailed this forenoon.

WINDSOR PATENT

"Canada's Best Flour"

PERSONAL PRIME MINISTER WARREN'S SPEECH AT CONFERENCE

Sir Robert Bond is in Town, and is a guest at the Balsam.

Mr. Jack Hickey, of the Furness Withy Co's Office Staff, is making the round trip to Boston by the Digby sailing today.

Mr. J. M. Tobin, is leaving by the Digby on his annual trip to Boston.

Misses Nettie White, and Margaret Young are leaving by the Digby today enroute to Lynn, Mass., where they intend making their future residence.

Rev. T. Nangle arrived by the Digby from England and it is understood will be remaining here for some time making arrangements for the erection of the National War Memorial.

Amongst the the Digby's passengers to-day, are Mrs. Hugh Chafe and Miss Florence M. Learning, enroute to Worcester Mass., where they will in future reside.

Mr. J. A. Young, Manager of the Bank of Nova Scotia who was visiting the Old Country returned by the Digby.

Mrs. Long, wife of Supt. W. J. Long of the Union Publishing Co. Ltd., entered the General Hospital last evening to undergo a serious operation. Mrs. Long's many friends will wish her a quick and complete recovery.

Capt. Wes. Kean, who has been in Hudson Bay the past summer, is on the incoming express.

Mr. Fonseca Araujo, is a passenger on to-day's express. He has big interests in Portugal and Italy and is here on his annual trip.

Mr. George Kennedy of Avondale is in the city to-day.

Rev. F. F. McP. St. Kyran's, is visiting St. John's. Fr. Finlay was formerly attached to the Cathedral Parish and his many friends will be pleased to meet him.

Little Girl Burnt To Death

A. E. Batstone, sub-Collector at Little Bay Islands wires the Customs to-day as follows: "James Chapman of this place had his house and contents totally destroyed by fire yesterday and one five-year-old girl burnt to death."

The schooner Aramita cleared from Grand Bank yesterday for Oporto with 274 qts codfish, shipped by Forward & Tibbo

Below we give the full text of the reply of Hon. W. R. Warren, K.C., Prime Minister of Newfoundland, to the address of welcome to the overseas representatives, delivered at the opening session of the Imperial Conference.

The Prime Minister said:

I just desire to thank you, Sir, for the very cordial welcome that I have received. Perhaps as representing Britain's first-born it might come well from me to congratulate the newest Dominion, the Free State, and to assure Mr. Cosgrave, on behalf of Newfoundland, that he has many of his countrymen there who have the greatest sympathy for him, and they all sincerely hope that he may be successful in the task he has undertaken.

I should like to say that the fact that I am here at all is a sign of what Great Britain has always stood for. I represent a small community, but we have never been impelled, coerced, not even, as far as I know,

asked to merge our political independence into that of a larger Dominion. We have been allowed to plough our own furrow, and we have every confidence that we shall be allowed to do so in the future. Perhaps after I have attended as many conferences as my friend, Mr. Massey, I may be able to speak with more confidence than I do this morning. I have to thank him for his reference to us. We all know that among Dominion Prime Ministers, he is the father of us all, and, sitting as I do so close to him, I hope that I may learn from him how to acquire a title to Prime Ministership by prescription.

There are a vast number of people looking to the Conference and looking to us to show some results. I feel sure that we are all imbued with one idea, and that is to do everything we can to achieve the results which are expected of us and I am sure that we are all ready to make any sacrifice that may lead to those results.

"The Nfld. Quarterly" Autumn Number, 1923

Established 1901; 90th edition; the oldest general magazine published in the Colony, will be issued Saturday, October 10th, and for sale at all the bookstores and Agents in the Outports at 20 cents per copy. Subscription, 50 cents per year for Newfoundland and Canada. Foreign Subscription, except Canada, 90 cents.

Contents: "Front Cover," "Deaver Pond, Southside Hill," photo; "The New Ministry," with photos of Cabinet; "Wireless Telegraphy in Newfoundland," illustrated, by Arthur H. Morse; "Dedication of Corpus Christi Church," illustrated; "The Death of the Unknown Soldier," poem by Henry P. Lowenstein; "From Crown Colony to Home Rule—The Fathers of Responsible Government," with photos, by Alex. A. Parsons, J.P.; "Pumper and Aerial Ladder Truck—Fire Department," photo; "The Passing of Sir Walter Davidson, K.C. M.G.," with photo; "Nantucket," poem, by Robert G. MacDonald; "The Legend of Hattubac the Discoverer," Cuban Folk Lore; "Letters on Newfoundland History," illustrated, by Rev. T. J. Flynn, B.A.; "Fishing Notes—The Angler's Nook," with photo, by Robert Page Lincoln; "How the Little White Cloud Grew Big," for the children, by Amy E. Mack; "Songs of the Earth," translated from the Chinese; "When Sleepy-Time Comes," poem, by P. Florence Miller; "Party Entertained by Sir R. A. Squires, K.C.M.G.," at Smithville, to meet visiting Freemasons," large photo; "Hygienic Value of Cigarette Smoking as Shown by Numerous Tests," by Dr. Arthur Selwyn-Brown; "The Old Rock Wall," poem by Georgina Cooper. 39 photos; 56 pages.

Boys Wanted Saturday morning at 10 o'clock.
JOHN J. EVANS,
Printer, Publisher & Proprietor,
34 Prescott Street, St. John's
thurs-1.

LABRADOR REPORT

VIA FOGO
Makovic and Holton:—Fresh west wind, rain.
Grady, Domino and Flat Islands:—Fresh West wind.
Venison Island and Battle Hr.:—Strong S. W. wind, cloudy.

The Albert Revellion, 14 days from Wakeham Bay, Hudson Bay, arrived at noon in ballast and furs.

Schr. "Albert Revellion" Here From Labrador

The tern schooner "Albert Revellion," owned by Revellion Bros. of Montreal, reached port at noon today from Wakeham Bay, Hudson Bay. The ship left James Bay on Sept. 22nd and experienced fine weather coming out of the Bay. Along the Northern Labrador coast the weather was boisterous, but no damage was sustained. The "Albert Revellion" is commanded by Capt. John W. Murray, and has a cargo of furs and other Labrador produce. The vessel is calling here for a supply of fuel oil, after which she proceeds to Halifax, where her cargo will be discharged, and the ship will then go to Liverpool, N.S., to lay up for the winter.

In 1919, while in command of the "Albert Revellion," bound from Hudson Bay to Scotland, Capt. Murray was badly smashed up. To-day he carries a stiff right leg as a result of injuries received. He would like to see motor engineer McConnell, who was with him as engineer during that eventful voyage. The ship is berthed at Cashin & Co's wharf.

S. S. ROSALIND IN PORT

The s.s. Rosalind, Capt. James, arrived from Halifax and New York, at 9.30 a.m. to-day, bringing a fair freight and the following passengers: From New York—Elena, Lomas, Janet Riley, Annie Garrigus, Emma Herwood, Edward Broughton, Cordelia French, Jessie Voisey, Minnie Martin, Pierce Haney, John Murray, Thos. Walsh, Luke Feltham, John Whelan, Matthew Whelan, Daniel Whelan, Joseph Whelan, James Williams, Mary Atkins, Amelia Stairs.

From Halifax—David Ansin, Lawrence Cullen, Winston Bryan, Ed. Burgess, Elizabeth Burgess, Elmer Cornwell, Elsie Cornwell, Frank Godden, Daniel Maller, James Alrick, Robt. Brown, Edward Austen, Margaret Coffin, Edwin Baron, John McKeen, Eldred Hawkins, William Pinhorn, James Kelly, Wm. Gardiner, Rebecca Squires, William Squires, Virtue Squires.

A gent's woollen glove was picked up in the gallery of the Majestic Theatre last night. The owner can get the same by applying at the police station.

The S.S. Albura sailed from Botwood yesterday for London with twenty seven hundred and fifty tons of paper from the A.N.D. Co.

Laid To Rest

THE LATE EUGENE PARSONS.

The funeral of the late Eugene Parsons, took place yesterday afternoon and was very largely attended; in the concourse being the employees of the Royal Stores Ltd, with which concern deceased had worked for twenty years, and whose stores were closed for the funeral yesterday. Interment took place at the General Protestant Cemetery, the Rev. Hammond Johnson, pastor of Gower St. Church officiating at the grave side. The late Eugene Parsons who had been well known in business circles in this city for many years, was a man of modest and retiring disposition, and had many friends throughout the country. His time was divided between business and his home; and he had few outside interests. His passing came unexpectedly to many of his friends, who were hardly aware that he was ill.

Surviving are his widow, two daughters, and one son, Charles, who was overseas with the Regiment and is now employed in the Audit Dept. of the Newfoundland Railway. Another son, John, was lost in the Florizel.

Crew Brought To Homes

The crew of the schooner Natalie Nelson, recently wrecked at St. Pierre, were brought to Bellefleur yesterday by the Revenue cruiser Daisy. The Nelson which was owned by Newfoundland parties was carrying over \$80,000 worth of whiskey when she went ashore in last week's gale and became a total loss.

When the vessel broke up, large quantities of booze were picked up on the beach by salvors.

Com. and Mrs. Urquart Give Musical Entertainment

The musical entertainment given by Commandant and Mrs. Urquart at the S.A. No. 11 Citadel last night was well attended and all present were apparently greatly pleased with the programme.

Commandant Urquart not only plays sweetly on the violin, guitar, banjo, mouth organ and other instruments, but he can extract the most entrancing strains from sleigh bells, hand bells and even from the tin can and ordinary hand-saw. Mrs. Urquart rendered valuable assistance throughout the meeting and was greatly enjoyed. The meeting lasted for over two hours and during that time there was not a dull moment, the musical and vocal numbers being interspersed with pointed and witty sayings by the Commandant that kept the audience in good humour and undoubtedly left an impression for good upon all present.

At the close Adjutant Stuckland, the commanding officer of No. 1 Corps, thanked the Commandant and his wife for the splendid entertainment given, after which the meeting closed with the benediction.—R.

ANNIVERSARY POLICY

On its 21st Birthday, The Crown Life launched its Anniversary Policy—one of the best combination policies ever issued by a Life Company.

Don't place that insurance on your life, until you have investigated this splendid policy—its popularity is phenomenal.

THE CROWN LIFE INSURANCE CO., TORONTO.

C. J. CAHILL, Manager for Newfoundland.
J. P. BURKE, General Agent.

'Phone No. 390, Law Chambers, Duckworth St., St. John's.
sep22,3m,eod

FIRE PREVENTION WEEK.

Send the Kiddies to see the instructive picture

"The Danger that Never Sleeps."

THE QUEEN—THURSDAY.
THE MAJESTIC—FRIDAY.
Afternoons and Nights.

oct9.10.11.12

NOTICE

Newfoundland Government Coastal Mail Service

Freight for S. S. WREN for St. Mary's Salmonier Branch, and usual ports of call in Fortune and Hermitage Bays, is now being received at the wharf of Messrs. Bowring Brothers, Limited.

Newfoundland Government Coastal Mail Service

Newfoundland Government Railway.

NOTRE DAME BAY & GREEN BAY SERVICES.

Passengers leaving St. John's on express trains, 1.00 p.m. Sundays and Thursdays, will connect at Lewisporte on following morning, with S.S. Clyde for Notre Dame Bay ports, and S. S. Home, for Green Bay ports.

Bay STEAMSHIP SERVICE.

Until further notice, freight for the undermentioned bays will be accepted as under:—

Placentia Bay (West)	Thursdays
Placentia Bay (Bay)	Tuesdays
Notre Dame Bay (Friday's Run)	Tuesdays
Notre Dame Bay (Monday's Run)	Wednesdays
Green Bay (Friday's Run)	Tuesdays
Green Bay (Monday's Run)	Wednesdays
Bonavista Bay	Thursday
Trinity Bay	Monday
Humbermouth—Battle Hr.	Fridays